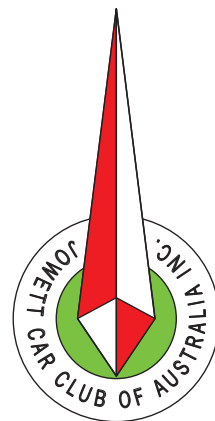


THE JAVELIN

OFFICIAL MAGAZINE

of

THE JOWETT CAR CLUB OF AUSTRALIA INC.



FOUNDED 1957

March/April 2024

Volume 67.2



Richard Homersham, Mac Henshall & Tracey McIntyres Javelins and Phil Squire's Jupiter at the AOMC's RACV British & European Motoring Show.

Founded in Victoria by the late John Coffey, a Javelin owner who was concerned about the difficulty of obtaining parts and service for Jowett cars.

Associations Incorporation Registered No. A9664E

Founding Member of the Association of Motor Clubs



THE JAVELIN

Is the magazine of the

JOWETT CAR CLUB OF AUSTRALIA

The aim of the Club is to preserve all vehicles and engines carrying the name JOWETT, both passenger and commercial; by bringing together persons interested in such vehicles through meetings, social gatherings, displays and "on the road" activities. Also to assist members to maintain and restore Jowett vehicles, to hold a supply of replacement parts and to ensure the roadworthiness of Jowett vehicles owned by members that are subject to Restricted Registration.

ANNUAL SUBSCRIPTIONS

\$55.00 Full Membership

\$15.00 For each additional family member (spouse/partner, son or daughter under the age of 16)

\$25.00 Associate Membership

\$30.00 Joining Fee (also applies after two years unfinancial status)

SUBSCRIPTIONS DUE ON 31 MAY

BEST WEB SITES FOR JOWETTS

www.jowett.org.au - The JCCA website

www.jowett.net - all Jowett related info

www.jowett.net/forum - Jowett Talk Forum

www.jowett.net/gallery - Jowett Gallery

www.jowettjupiter.co.uk - website on the Jupiter created by Edmund Nankivell

www.jowettjupiter.com - JCCA Americas

Created by Neil Belk

OFFICE BEARERS 2023-2024

President & Registrar

Ed Wolf, 54 Lewis St Balgowlah Heights NSW 2093 02 9948 3598
eswolf@optusnet.com.au

Vice-President

Doug Rath, 72 Homestead Rd Morayfield QLD 4506 0413 738 216
dougieinoz@gmail.com

Treasurer & Webmaster

Phil Squire, 13 Old Reservoir Rd Belgrave VIC 3160 0412 520 259
treasurer@jowett.org.au

Secretary

Phil Squire, 13 Old Reservoir Rd Belgrave VIC 3160 0412 520 259
secretary@jowett.org.au

Spare Parts Officer

Jim Scott, 6 De Gruchy Crt Highfields QLD 4352 07 4615 5802
scottjimbey@gmail.com

Librarian

Peter Burns, 15 Arthur Court Dayboro QLD 4521 07 3425 1875
petenviv@tpg.com.au

Editor

Neil Hood, 23 Barnetts Rd Winston Hills NSW 2153 0403 139 132
flatfour05@optusnet.com.au

National Rally Co-ordinator

Neil Hood, 23 Barnetts Rd Winston Hills NSW 2153 0403 139 132
flatfour05@optusnet.com.au

Committee Members

Chris Rath, 173 Gympie Rd Bald Hills Qld 4036 0407 576 659
rathfamilyracing@gmail.com

STATE REPRESENTATIVES

Western Australia

Brian Hehir, 24 Homer St Narrogin WA 6312 08 9881 1704

Queensland

Doug Rath, 72 Homestead Rd Morayfield QLD 4506 0413 738 216

New South Wales

John Walker, 53 Bodalla Crescent Bangor NSW 2234 02 9532 0585

South Australia

Tim Kelly, RSD 24 Agnes St Forrester SA 5233 08 8389 1286

Victoria

Andrew Henshall, 30 Grosvenor St, Moonee Ponds, VIC 3039 0437 550 656

Tasmania

Robert Findlay, 141B Gordons Hill Road Lindisfarne Tas 7015 03 624 59073

LIFE MEMBERS

Peter Carboon, Mike Allfrey, Ed Wolf, Brian Holmes, Joy Hood, Neil Hood

AFFILIATED CLUBS

Jowett Car Club – 1923 (UK) Jupiter Owners Auto Club (UK)

Jowett Car Club of New Zealand Inc. Dansk Jowett Klub (Denmark)

North American Jowett Register

DISCLAIMER: This publication contains general information that should not be relied upon without specific advice from a suitably qualified professional. The authors and the Jowett Car Club of Australia Inc. expressly disclaim liability for anything done or omitted to be done by any person as a consequence of the contents of this publication. The opinions expressed in this magazine are those of the contributors and do not necessarily reflect the views of the Club or its Officers.

EDITORIAL

At this point in time my engine is still away having both the cam shaft bearings and the main shaft tunnel bored as they are both not in alignment and causing them to lock up when the blocks are bolted together. They are being repaired at a machine shop at Lower Portland which is on the Hawkesbury River and luckily above the latest flood.

In February I purchased some Loctite RTV Blue from a company in Sunshine Victoria which was sent by Australia Post arriving on April 8th. After looking at the tracking it was processed on Feb 22, then delayed till Feb 29, sent to Sydney West on April 4, transferred to Granville on April 5, sent to Seven Hills on April 6, sent to Strathfield on April 7, sent to Senen Hills on April 8, delivered on April 9.

Just as well I wasn't waiting for it.

To show that it can be quicker I ordered a pair of gas struts for my Mercedes ML wagon from Cincinnati in the US and they arrived in less than 48 hours at a total cost of \$75 which was \$280 cheaper than I could buy locally.

When looking for a gearbox part, I found in my under house store a gearbox, pictured below, which seems to have been in the process of being made into a floor change.

Neil Hood - Editor



The Javelin Back Issues

Mike Allfrey is scanning and enhancing the early issues of The Javelin Magazine.
With this in mind the committee has decided to send out an early digital copy with each edition of the current magazine. It would be a great pity to scan all these magazines and then just store them away.
We trust that you will enjoy reading Vol 1 No 5 about the club's past.

The cut-off date for the next publication of The Javelin is
Tuesday 4th June 2024
Neil Hood – Editor, 0403 139 132. flatfour05@optusnet.com.au

THE JAVELIN
CONTENTS

Editorial	3
NSW Report	4
Vale Robyn Rath	4
NSW Report	5
Queensland Report	5
President's Report	6
Registrar's Report	6
Victorian Report	7
Wedding in a Javelin	8
Vintage petrol	8
Snippets from the Library	9-10
Clutch problems	11
Spare parts	12
Western Australian Report	12
South Australian Report	13-14
National Rally	15-17
AGM Secretaries Report	18
Minutes	20-21
AGM	19-20
Parts List	21
Committee Meeting Minutes	22-23
Back Page	24

Vale Robyn Rath

Robyn passed away on the 12th of March after a long struggle with dementia.

Dementia is just terrible because you lose your loved one a little at a time.

Robyn and I bought our Javelin back in 1971 and shortly after joined the club.

We enjoyed so many great times because of the JCCA.

It was very sad watching Robyn slowly move through the dementia knowing that there was no recovery.

Through all of the sadness our friends in the Jowett lub, music and my yoga classes were always there for us especially for me.

Our Javelin was there on our journey and was the first car we bought together in 1971 for £325 and at the time we never expected that it was going to be such a large part of our life together. It was Scott's christening car and one of his wedding cars.



When I couldn't care for Robyn myself after 5 stays in hospital in 9 months, we drove her to her care home in the Javelin. Those photos are difficult to look at.

Robyn was an amazing wife and mother and grandmother. I don't think I ever heard her say a bad word about anyone.

I don't think that I ever heard her angry.

Through all that I have done and achieved scouting, cars, music, yoga teaching, none of it could have happened without Robyn keeping the home fires burning. She loved our cars and was involved in many national rallies and other events.

I am looking forward to seeing some of you at our South Australian Rally very soon.

In closing I want to thank all of you for your love and support.

Doug.



NSW REPORT

Its just as well we didn't have any runs recently because most of our cars were under repair. Toby Thomas has been testing Radial tyres on his Jupiter and seems very happy with the results.

Ron's Jupiter clutch stopped working in his garage and was rescued by the N.R.M.A and towed to a garage. More on that from Neil Hood.

Neil 's engine block is still at Graham Wilkins workshop in Lower Colo awaiting a Line Boring assessment. Unfortunately his home and shop have been cut off by the extensive flooding in the Hawksbury area.

Ed Wolf Has been working on his black Javelin, and has put together an interesting article and diagrams which is worthy of its own space.

The work on my own Javelin is slowly progressing. The imported Gearbox refused to function and I replaced it with my previous J. Box. Not happy at all. I am still hopeful of getting the car back on the road in a condition that will get me to S.A. There is nothing wrong with a bit of optimism!

Stay Happy John Walker

I have been working on the Black Javelin "fixing" various issues.

A replacement steering wheel with refurbished rim was fitted as well as a replacement felt bush in the top of the steering column.

Quite a lot of time was taken (like a couple of days) to align the steering wheel in the correct position in relation to its keyway.

This required the inner column to be lifted out of the steering box and then turned until it was just right. Getting to the base of the column is becoming quite a challenge.

Fitted the correct BSF threaded 7/16" bolt to the bottom of the shock absorbers (instead of a Whitworth threaded bolt) and fitted a missing grease nipple on the "A" arm of the front suspension.

That was a lot harder than what it would appear and is probably the reason it was missing in action.

To fit the nipple you have to remove the shock absorber and that involves those two nasty looking U bolts.

I finally solved the problem of how to fit those by using some fine tie wire to hold them in place whilst fiddling around to locate the bolt holes.

The master cylinder was also replaced with a reconditioned unit courtesy of JCCA spares.

With the help of Jim Scott, who arranged for the machining to fit the newer seals, have just fitted the water pump.

Will do some test driving in the next few days to check out whether everything is OK and will then look forward to heading off to Barmera in convoy.

Ed

QUEENSLAND REPORT

As you can all imagine I have been somewhat distracted of late however Chris Rath organised a visit to the [Beenleigh Historical Village and Museum | Group Tours, Excursions, Cafe](#) morning tea was at their wonderful cafeteria and then lunch at [Redland Bay Hotel, Redland Bay, QLD](#). Thank you Chris.

This month some of us will be traveling to the National Rally to be held in SA.
Chris ,Tom and myself plan to be there.

Brian Holmes was going to come with us however Brian has had some surgery on his leg and they are doing skin grafts today the 9/4/24 and we wish him well!

The club gave a Bradford to Trevor for restoration however he is moving to Tasmania and is giving the project back to us. If you know of anyone looking for a Bradford please contact me.

As always my kindest regards,
Grumpy Doug.

PRESIDENT'S MESSAGE

President's Message for the April 2024 Magazine.

As I sit here writing you the last message before the AGM my mind is focussed on the Barmera Rally in South Australia organised by the West and South Australian members of the JCCA.

For the past few weeks I have been spending a lot of time on my back fixing various bits on the Javelin in order to ensure my arrival at the Rally site with a Jowett rather than a modern car. It started with replacing the master cylinder, the replacement leaked at the forward end, so I had the choice of the original and another spare to choose from. In the end I settled on the pulling the replacement apart and renewing the spreader seal (P/N H1463). The supplied unit had a nylon version of the spreader seal rather than a rubber one. I now have a dry master cylinder.

My water pump was also leaking through the front weep hole and needed machining for the replacement seals. Jim Scott our spare parts man came to the rescue by doing the machining of the body parts to match the latest seals. That too now no longer leaks.

My physical ability is coming under stress with all this activity, and I am finding it harder to get up and down. I also have to apply longer levers to undo stiff nuts as my strength is not what it was. Like the cars we have to recognise that age is a factor. But enough of that.

It is my hope to see as many of you as possible at the Rally so that we can in some way pay our respect for the work that has gone into it by the organisers. We are expecting some overseas members to join us at the Rally and look forward to showing them our Aussie hospitality.

Ed Wolf

REGISTRAR'S MESSAGE

Registrar's April 2024 Report.

I feel like Albert Einstein when he was asked to address a meeting set up for him at Princeton University.

When it was his moment to address the meeting, he stood up, looked at his assembled audience and said, "I have nothing to say".

Then promptly set down.

There was a moments silence whereupon he stood up again and said " But when I do have something to say I will let you know".

He then sat down again.

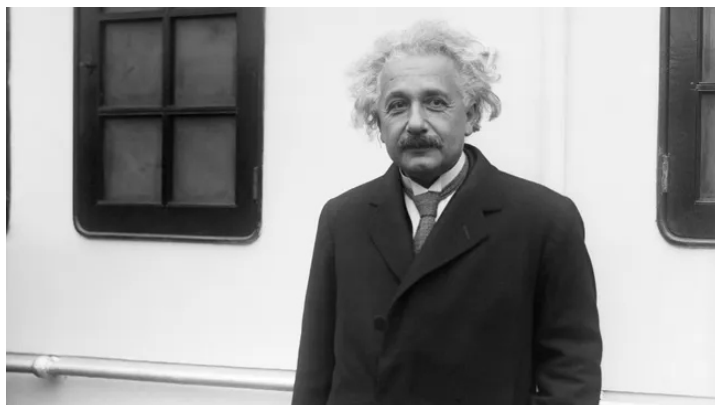
Sometime later he wrote a note to the President of Princeton University stating, "Now I have something to say".

At the following meeting he gave them an address on the Theory of Relativity.

In my case I have nothing to report as I have received no new information from any member.

Ed Wolf

JCCA Registrar



VICTORIAN REPORT

JCCA Victoria April 2024 report

One of our major events each year in Victoria is the AOMC's RACV British & European Motoring Show, which was held at Yarra Glen Racecourse on the 18th February. The JCCA's display was the best that we've managed for a while with three Javelins (Homersham, Henshall & McIntyre), plus two Jupiters (Hussey & Squire) present. Full credit goes to Tracey and Phil for having their two Jowetts on display! The weather was excellent and the company was stimulating, so all 13 JCCA members & ex-members present appeared to have a great time. The Jowetts all looked very bright & shiny, and had many admirers and received positive comments.



Photo above: (left to right)

Neil & Sharyn Hussey, Richard Homersham, Phil Squire, Tracey McIntyre

By contrast to February's British & European Motoring Show, disappointingly there was only one Jowett on display at the 66th RACV Kalorama Rally on 24th March - Mac Henshall's Javelin. Richard Homersham was also present in his Traction Avant Citroën, and I accompanied Mac as his navigator.

Mac & I visited member Graham White recently to see the excellent progress he's made restoring his Jupiter - we look forward to seeing it on the road once Graham has finished mucking about with boats.

The next major event in Victoria is the JCCA National Rally at Barmera in South Australia; I look forward to catching up with many club members from the other states later this month.



Andrew Henshall, VIC State Representative

Jowett Wedding



Last November Sydney's newest club member, Laura Crocker, married Jake Genovese arriving at the ceremony in a beautiful Javelin which was given to her by her Uncle Dave

PETROL 9d. GALLON

The 1905 reliability trial, Melbourne to Sydney, the first ever held in Australia—appealed so greatly to the public imagination that it started a rush of motor buying, and agencies developed to handle every make of car that had been in the contest.

At the time motor spirit was very cheap, averaging only about 9d. a gallon, and the only official brands were Pratt's and "Mota," the latter always being sold with the afternote, "Known in Europe as Shell," tacked to its name.

Of actual agencies the best known in Melbourne were Tarrant's (Tarrant's, Argyll, De Dietrich, De Dion, and Fiat agents), Kellows (Humber, Talbot, Napier, and Rolls Royce agents), and Knowles Motor Co. (Darracq).

From that small group the whole motor trade in Melbourne developed, and many of the present principals and managers of the big modern motor houses up to 1934 and later were trained with those pioneer firms.

Those were the days before windcreens, when men who drove cars wore heavy fur coats, peak caps turned back to front, and great goggles, and women were so swathed in wrappings and rugs that they had little less to distinguish them from actual baggage. Yet there still existed women brave enough to take to the sport in face of all its early hardships and disadvantages (especially to the hair, hands and complexions).

Foremost among them were the once famous actress Grace Palotta and her Oldsmobile, "Miss Floradora," in which she once drove (1900) to Ballarat to play in that famous attraction; another was Mrs. Thomson, of Adelaide, who came overland in her car to start in the Dunlop Sydney-Melbourne contest and the strenuous return trip that followed.

There was also the famous but un-named "Lottie," who performed in Melbourne by riding a motor cycle at a Ford carnival early in 1904 dressed in black tights that fittingly revealed the true Mae Westian figure of the day. That figure probably was the true reason why, when her machine failed to run, she was not accorded the hostile reception given to some of the male pioneers who had similar misfortunes at early demonstrations.



SNIPPETS FROM THE JCCA LIBRARY

As I mentioned in the February edition of The Javelin magazine, at the Qld/NSW rally in Glen Innes I received several books, magazines and other items from Ed Wolf, Neil Hood and Susan Sharrock.

In this edition, I would like to feature an article by Mike Stannard which I believe was given to Sue Sharrock and Bill Ebzery in 2008.

MY JOWETT BRADFORD UTILITY

By Mike Stannard

On Tuesday morning 23 September at a caravan park in Wellington NSW, my wife looked out of the park cabin window and said she could see something that resembled the vehicle I once owned.

I went outside and there they were – three Jowett Bradford Utilities, one blue, one green and one red. Wow! I had not seen a Bradford since 1988 in Greytown New Zealand, a van, chugging along on its two cylinders. So this was quite an event and I got talking to the drivers involved. Accordingly I now make a few jottings about the privilege of being a Bradford owner many years ago.

As I recall, my utility was purchased in 1953 soon after I took up a position of Fruit Officer (Research) at Yanco Experimental Farm.

The company handling Jowett sales in Sydney was situated in the CBD, I think in Castlereagh or Phillip Street. They normally handled more elite British vehicles and when I went there, they took me in a Daimler to Kings Cross where delivery matters were handled. It could have been Boyden Motors but I'm not sure now. Anyhow from there I drove my first set of wheels to Yanco, being one of the few single officers who, apart from bicycles, had transport.

My ute was handy for going home every weekend to the family orchard near Griffith, some 65 km from Yanco.

I usually was able to get up to 60 mph or a bit more with a tail wind. Apart from periodically adjusting the mechanical brake system I usually had no troubles. However not long after getting it, a main bearing lost the pin locking it in the engine block which meant it started revolving in the block. With the willing help of other officers, we removed the engine and took it to an English mechanic for repairs in Leeton. Later when we reinstalled it, we could not get it to start, even when we towed it down the drive. Eventually we found a hornet had blocked the fuel line with mud. That fixed, it went happily until about 1959 when I sold it, having clocked about 29,000 miles and still on original tyres.

The tray of the ute was made of soft pine floorboards which I thought

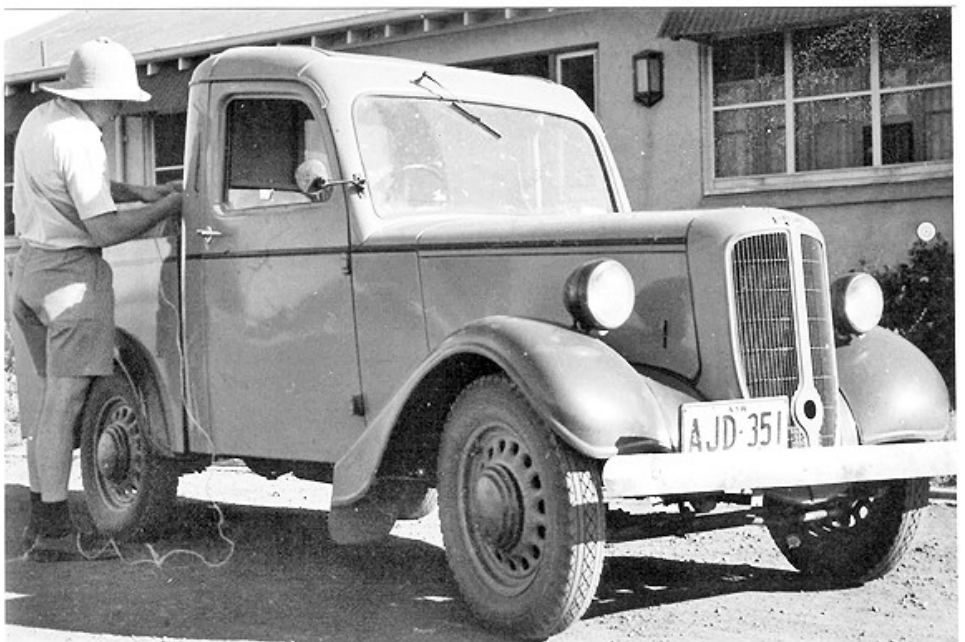
would not last long in our conditions, so I treated it with raw linseed oil and then boiled linseed oil and it withstood the weather and rough treatment subsequently.

While at Yanco, the locals in the farm cottages and single officers frequently pressed their empty ceramic jars or demijohns on to me to take to De Bortoli's winery at Bilbul near Griffith to replenish with fortified wine (Brown Muscat, Tawney Port, Sweet Sherry or what have you) and I recall on one occasion returning to Yanco on Sunday with 124 litres of plonk in the back of the Bradford. I drove carefully as I could imagine the comments to be encountered if I'd had an accident.

In October 1955 I left the Department to run the family orchard in Lake Wyangan and the Bradford was used for general farm work, carting 44 gallon drums, consignments of table grapes to rail for the Sydney market and other miscellaneous jobs as well as recreational purposes such as carting around a few young ladies.

The enclosed photo was taken in January 1954 at Yanco about the time I took it for its only significant trip to Canberra.

What a thrill it was to see the three Bradfords in Wellington, respectively named "WAIT", "AND" and "SEE" and to hear the sound of the two cylinder beat as they went off to finish their Perth to Sydney escapade.



* A year ago in the April/May 2023 edition of restored cars, they featured the automotive year of 1949. Several ads from that year were included in the article for cars such as Holdens (48-215), Morris Minors (Low lights), Morris Oxfords (High lights), Austin Atlantics, Hilman Minx, Humbers and Sunbeam-Talbots, De Sotos Hotchkiss and Jowett Javelins. See attached Jowett ad. What intrigued me was the wording "Armchair comfort for 6 people in the luxurious, air-conditioned one and a half litre Jowett Javelin."

I saw two issues here, I wondered how much armchair comfort the car had with six people in it. (You would think that they would have to be really good friends), and I wondered what their definition of "air conditioned" was. I would think that these days, if someone advertised a car to be air-conditioned, the buyer would expect something different to my Javelin.

Maybe in 1949, being able to wind down the windows or using the two vents under the dash constituted air-conditioning.

What do you think?

Regards to all,

Peter Burns



The Jowett Javelin was a 1.5 litre car, priced at £995. Jowett had a slow start in 1949-1950, but by 1951, their best year, they sold 925 units. British cars now had 72% of the market, compared to just 14% in 1928. In 1949, many had Australian bodies and others arrived CKD. These were then assembled and fitted out with local interiors, trimmed with wool or leather, paint, chrome, tyres, batteries and other accessories.

The farmer was sitting on the front step of his farm house when one of his hens came running past him. Chasing the hen was the farm rooster in top gear, again about a minute later the hen flashes by and the rooster almost level with him, just then the farmer threw some wheat on the ground, with a swish of brakes the rooster skids to a standstill, turns around, walked back and started to eat the wheat. Say's the farmer. "Boy I hope I never get that hungry"

The JCCA QR Code
when scanned directs
you to jowett.org.au



Jupiter clutch problems

(Amongst other things)

On the way home from Glen Innes after the Qld/NSW Rally, Ron Withington's Jupiter car came to a stop near Armidale and this was traced to poor distributor contact points. These were cleaned and the car travelled home without any further troubles. It was decided that a new set should be installed.

New points were obtained so when Ron rang me to say that he had had a new battery installed but now the car was dead, the starter wouldn't turn over it was decided to do both jobs at the same time so I travelled over to where his car is stored, down three levels in a multi-story block of units. The lights worked and the only thing not working was the starter and after checking I found that the solenoid switch was not working. Ron purchases a new one and this was duly fitted. Lucky I am a contortionist. The points were not the correct ones so work came to an abrupt stop.

At this point of time, it was found that the sump was over full. It wasn't water, so it had to be petrol. We then drained out 9½ litres of very thin oil. This meant that we needed to find the source of this problem and replace the oil filter which probably still had a lot of oil/petrol mix in it. It was found that both carburettors had needle valves with removable pins. The problem with these seems that the wire clip that stops the pin falling out during assembly can foul on the float and cause continual flooding especially with an electric fuel pump. These were both replaced with original style needle valves.

The filter and oil were replaced and the car started but as it warmed up it started to blow smoke caused from some oil/petrol mix that had drained into the exhaust system. We had to turn the motor off as we were in an underground car park which would be fitted with smoke and CO₂ alarms.

The following week Ron decided to take the car for a run to clean out the exhaust system and found that he could not engage any gear. It appeared that the clutch was stuck.

The car was jacked up and with Ron depressing the clutch I poked a thin knife through the gap between the clutch and the flywheel. This slid in easily so we thought the problem was rectified. Wrong. The clutch was still stuck.

Now it was decided that the car needed to go to a mechanic and have the gearbox removed so the problem could be sorted out properly.

The car was then towed out of the basement by the NRMA up the three floors and then tilt trayed to Cremorne Prestige in Artarmon.

I am not sure how they freed the clutch plate from the pressure plate, but they did without too much trouble and now the car is back on the road. Their reasoning was the clutch plate had over heated, which could have happened as Ron has to drive through a lot of city traffic to reach home, and on cooling bonded to the pressure plate.

Neil Hood



SPARE'S REPORT

Another two months gone and closer to the National Rally. It's been a reasonably busy period, but hopefully I have everyone up to date. If anyone is waiting for parts, please give me a call, I know it's hard to believe, but I have been known to stuff up once or twice.

Would anyone who runs into a problem with parts I send, please give me a call with a back up email. When I get phone calls I am not always able to record the message I get, so a backup email is a good reminder for me.

Also, when ordering parts it makes it a lot easier for me and safer for you if you can use the part number pertaining to the part you need as well as the description of the part, it simplifies the process. If you don't have a parts book please ask the librarian for one. He will usually have copies.

I have been trying to get a few oil filter adapters made at Mens Shed, but things keep getting in the way. I want to get them done as I have a few orders for them.

After the Rally I definitely need to attack the rubber parts, I am out of some of them.

Would anyone with unserviceable rubber parts please send them to me, so the metal parts can be reused. This

particularly applies to engine mounts, Javelin and Bradford. If you have the time to clean the rubber off, it would make my job a lot easier.

That'll do for this month, keep the shiny side up. Cheers Jim.

SUPPLY OF CLUB SPARES

Enquiries regarding spare parts
should be directed to

Jim Scott 07 4615 5802

scottymjimbev@gmail.com

Please quote ALL part numbers

WESTERN AUSTRALIAN REPORT

The upcoming National Rally at Barmera has been foremost in activity. The Muhleisens regrettably had to withdraw from the rally at the last minute due to medical issues. Jenny requested I spread the message that skin cancer is not to be ignored.

Earlier the Muhleisens visited the tractor museum at Serpentine where the Jowett engined Bristol crawler tractor is on display. Unfortunately the photograph could not be downloaded.

Dusty Willington has completed major engine work on his Javelin and tidying up the body work in preparation for the Waroona show.

Bill McKenna is putting the finishing touches to his Bradford van. The McKennas are leaving Albany for Barmera next Thursday.

Barry Harding is in the process of an extensive mechanical check on his Bradford van in preparation for driving it to Barmera.

He has fitted an oil cooler and initial indications are that it has significantly reduced fuming at the crankcase ventilation pipe. The oil remains cleaner.

This will be tested on the way to Barmera.

Lawrie George has been out and about in the Jupiter.

I will bring my Jupiter on a trailer to Barmera so still a lot of preparation to be done at this stage.

I wish uneventful travels to all attending the Rally.

Brian Hehir

SOUTH AUSTRALIAN REPORT

Flat out like a Flat 4 - getting ready for the JCCA National Rally in Barmera

There has been good interest in our national Rally with registrations of approximately 43 people to attend.

On behalf of the rally Committee Brian Hehir, Barry Harding, Janet Kelly and myself, we are very much looking forward catching up with all those attending from across Australia, New Zealand and the UK.

I finally painted and sent Phil Squire his shock absorbers which were delayed because of a sick air compressor.

There was areal effort to not have cars in millions of bits in the lead up to the National Rally but Jupiter 169 did really need some work on its steering rack so that means that I am still putting it back together. I was pleased to find very little wear and instead only needed to adjusting the pinion contact through the eccentric cast iron busing which was way out. New tie rod ends will also make a difference. The out of round and delaminating razor blade cross ply tyres that were fitted for the Ladies in Black mini-series are being replaced by a set of Goodridge 175/75 R16C tyres from Tyroola which should enable actual road driving.

The Yonking 175 R 16C tyres that we put on Bubble-Bubble for our trip to Toowoomba no longer appear to be available but there are other brands of 16 and 16 C tyres (the C stands for *Commercial* so these tyres are tougher but heavier).

All British Day 2024

In March the Jowett Car Club of Australia was represented at the All British day held at Echunga oval by:

- Alvin Jenkin with his PC Javelin
- CFS Friends Dean Olsen and Ian Cornish driving Noddy the Copper Jupiter
- Megan Kelly and Chris Clarke driving Bubble-Bubble the PB Javelin
- Myself driving Christopher the PE Javelin.

It was nice day and good driving conditions although we had no shade when the sun came out. I took no photos as I was busy talking about cars most of the time but fortunately Dean took some. Sadly, I don't have a photo of Alvin's and his car.

All the cars behaved and had good company being parked next to the Lotus and Jenson displays, and not too far from the 1929 3 wheeled Morgan shown below



High Tensile Steel EN16T Head studs

David Collwill Engineering from Nottingham UK recently provide me with some overlength 3/8" BSF cylinder head studs. Included was an overlength centre long head stud that will be needed for an engine case where the casting is broken at the base of the water chamber. These are the original steel material used by Jowett and will be fantastic in situations where the stud needs to be installed deeper into the block.

2024 JCCA National Rally Lake Bonney, Barmera, South Australia

Note: Thursday 25 April 2024 is ANZAC Day

RALLY START	Friday 26 April 2024	Arrive and Register
--------------------	----------------------	---------------------

RALLY FINISH	Tuesday 30 April 2024	Morning checkout
---------------------	-----------------------	------------------

If you have not registered and would like to attend, please contact Tim Kelly ASAP and book your accommodation now. We have 43 confirmed registrations to date. JCCA members, family and friends from across Australia and overseas are all very welcome to attend.

Barmera Lake Resort Motel Might *be full*

Lakeside Dr, Barmera SA 5345

(08) 8588 2555

<https://www.visitberribarmera.com.au/barmera/barmera-lake-resort>

Can book now with Credit Card details. Must confirm booking one month before the Rally

Caravan Parks

Discovery Parks - Lake Bonney

Lakeside Dr, Barmera SA 5345, Australia

1800 034 828

Barmera North Lake Caravan Park

3 Queen Elizabeth Dr, Barmera SA 5345

0422 588 359

Also

Barmera Hotel Motel

I understand there are still vacancies

31/31 Barwell Avenue, Barmera, SA, Australia, South Australia

(08) 8588 2111

LAST CHANCE

2024 Jowett Car Club of Australia National Rally

To be held on 26-29 April 2024 (depart 30 April)

Lake Bonney, Barmera

Rally Fee Payment and Final Registration

I /We are planning to attend the 2024 JCCA National Rally to be held at Lake Bonney in Barmera South Australia

CONTACT PHONE NUMBER: _____

EMAIL: _____

STATE/TERRITORY _____

OR WILL YOU BE TRAVELLING FROM OVERSEAS? _____

Please book your accommodation directly ASAP

PEOPLE YOU ARE PAYING THE RALLY FEE FOR? **\$150 per person**

Person 1 NAME: _____ \$ _____

Person 2 NAME: _____ \$ _____

Person 3 NAME: _____ \$ _____

Person 4 NAME: _____ \$ _____

Total Rally Fee Payment \$ _____

Please make your Rally Fee payment to:

Bendigo bank BSB 633 000

Account 134 233 071

Or send a cheque made out to Jowett Car Club of Australia Rally Account with your return Rally fee Payment and Final Registration Form to:

Tim Kelly – Jowett Car Club of Australia:

8 Agnes St

Forreston

South Australia

5233

Email **Rally fee Payment and Final Registration Form** to

timkellysa@gmail.com

Phone 0419 831 933

Friday 26 April 2024

3:00pm: Register at the Barmera Lake Resort Hotel on Arrival

Address: Lakeside Dr, Barmera SA 5345, Australia

Participants are welcome to register on arrival from 2:00 pm until 6:00 pm. Registrations will be in the Conference room which is shown on the map below.

There is ample parking in the Motel Car Park or park on the road and walk



6:30 pm: Dinner at the Barmera Club, 149 Dean Dr, Barmera SA 5345, (pay as you go).

Saturday 27 April 2024

8:45 am: Daily instructions and safety briefing

9:00 am: Drive to Renmark to the Paddle Steamer Industry berth.

10:20 am: PS Industry Riverboat Cruise (Paid for in Rally Fee)

12:30pm Lunch at Renmark and explore (pay as you go)

2:30 pm Return to Barmera

5:00 pm Annual General Meeting
Barmera Hotel Motel

6:30 pm Dinner Barmera Hotel Motel (Pay as you go)

Sunday 28 April 2024

8:45 am: Daily instructions and safety briefing
Corner of Dean Drive and Whitmore Road

9:00 am: Concourse
Sargeant Park adjacent to Dean Drive and Whitmore Road.

9:15 am Concourse judging commences

11:30 am Observation Rally

12:30 pm: Lunch at the Overland Corner Hotel (Pay as you go)

2:30 pm: Observation Rally Continued

4:00 pm Free Time before Dinner

6:30 pm Dinner, Cobdogla & District Club (Pay as you go)
Address: 13 Rowe St, Cobdogla SA 5346

Monday 29 April 2024

8:45 am: Daily instructions and safety briefing
Corner of Dean Drive and Whitmore Road

9:00 am: Drive to Caudo Winery via Morgan

10:30 pm: Caudo Winery (Paid for in the Rally Fee)

12:30 pm: Travel to Waikerie for PAYG lunch (try the Waikerie Bakery)

2:00 pm: Waikerie Museum - Waikerie and District's Machine Preservation Society (Paid for in rally Fee)

Address: 2 Ross St, Waikerie SA 5330

3:30 pm: Return to Barmera

Suggest crossing at the Waikerie ferry and travelling on the quieter Goyder Highway unless confident to return on the Sturt Highway

6:30 pm: Dinner: Barmera Hotel Motel (Paid for in Rally Fee)

10:30 pm Thank you and Rally close

Tuesday 30 April 2024

Checkout and farewells, Entrants depart

Barmera Visitor Information Centre - Riverland - Lake Bonney

08 8588 2289

Open Mon-Fri 9:00am - 4:00pm - Sat-Sun / Public
Holidays 9:30am - 1:00pm

Barwell Ave, Barmera SA 5345

vic@barmeratourism.com.au



Rally Sub Committee Contacts

Tim Kelly 0419 831 933

Brian Hehir 0429 988 117

Barry Harding 0488 901 610

Janet Kelly 0428 891 286

Emergency Numbers:

Police Fire Ambulance 000

Hospital - Riverland General Hospital, Berri SA, 5343
(08) 8580 2400.

First Aid

Janet Kelly 0428 891286

Liz Morley 0414 443 440

After Hours Medical advice/assistance

After Hours medical advice over the telephone on
1800 022 222.

Barmera Pharmacy

20 Barwell Ave, Barmera SA 5345

(08) 8588 2380

JCCA Breakdown Help

Tim Kelly 0419 831 933

Brian Hehir 0429 988 117

JOWETT CAR CLUB OF AUSTRALIA Inc.

Quick Reference Programme

Riverland Rally

Barmera South Australia

2024



Annual General Meeting – 27th April 2024

Secretary/ Membership Report

1. Correspondence

We received many enquiries, both directly to secretary@jowett.org.au and via the website. The details of the correspondence have been reported during the year in secretaries report. Each enquiry was responded to appropriately or passed onto the Committee or relevant State Representative for consideration.

The regulatory and insurance matters for the club are monitored and actioned throughout the year. After the AGM the annual statement for the incorporated association for the financial year end 31 March 2023 will be lodged online with Consumer Affairs Victoria.

2. JCCA Membership on 31 March 2024

Membership on 31 March 2023 (at 2022: 139):	126	(including 6 Life Members)
Financial members:	113	(including 6 Life Members)
Non-Financial Members: (at 2023 = 20)	13	
Change in life members since last AGM:	1	

Current life members

Michael Allfrey; Peter Carboon; Brian Holmes; Neil & Joy Hood
Ed Wolf

Former members deemed to have resigned under clause 17(2) of the constitution.

Gerry Choate, Michael Davis, Robert Foster, Colin Healey, Andrew Rath, Geoff Russell, David Silva

Former members

Danny Britten, Alan Carter, Frank DePinna, Jim Hart, Philip Nayler

IN MEMORIAM

Tony George
Ian Stewart
Merla Wood
Frank DePinna
Robyn Rath

New members since the last AGM:

Chris Cansdale	Vic
Sue & William McKenna	WA
Craig Murfett	Vic
Roly Schepel	SA

Remember that memberships for 2023/24 expire on 31st May 2024. If you have not already paid, please pay your membership fees now.

Anyone who uses the Jowett Car Club membership to qualify for a club permit note that if you have not paid your current 2023-2024 fees your Club permit registration is NOT valid, and you could be liable for significant state fines.

Phil Squire, JCCA Secretary
5/4/22

JOWETT CAR CLUB OF AUSTRALIA Inc.

NOTICE OF ANNUAL GENERAL MEETING

AND

ELECTION OF OFFICE BEARERS

The JCCA is an incorporated club and to conform to the requirements of the Associations incorporations Act needs to have a Committee of Management. Our committee is made up of Officers of the Association (office bearers), plus “ordinary” members. The office bearers and “ordinary members” will need to be elected at the 2024 AGM which will be held at Barmera South Australia on **Saturday 27th April 2024 at 8.00pm (CST)**.
All members are welcome to attend.

Nominations are called for the positions of:

- I. President

II. Vice President

III. Treasurer

IV. Secretary

V. Editor

VI. Spare Parts Officer

VII. Ordinary Members
1. Nominations of all candidates for election as office bearers of the club or as ordinary members of the JCCA Committee:-
(a) Shall be made in writing, signed by two members of the club and accompanied by the written consent of the candidate (which should be endorsed on the enclosed Nomination form); and
(b) Shall be delivered to the Secretary not less than 7 days before the date fixed for the 2023 Annual General Meeting. The closing date for nominations will be **Thursday 18th April 2024**.

2. If insufficient nominations are received to fill all vacancies on the JCCA Committee, the candidates nominated shall be deemed to be elected and further nominations shall be received at the Annual General Meeting.

(3) If the number of nominations received is equal to the number of vacancies to be filled, the persons nominated shall be deemed to be elected.

(4) If the number of nominations exceeds the number of vacancies to be filled, a ballot shall be held.

(5) The ballot for the election of officers and ordinary members of the JCCA Committee will be conducted at the Annual General Meeting.

If you are not able to attend the AGM, proxy forms are also included in the magazine.
Please contact the Secretary or any other member of the Committee if you have any queries.

Phil Squire
Secretary, Jowett Car Club of Australia

JOWETT CAR CLUB OF AUSTRALIA Inc.

FORM FOR APPOINTMENT OF PROXY

I, of being a financial member of the Association known as JOWETT CAR CLUB OF AUSTRALIA INCORPORATED and entitled to vote hereby appoint
..... of
being a financial member of that Incorporated Association and entitled to vote, as my proxy to vote as directed by me at the Annual General Meeting of the Association to be held on the 27th day of April 2024 and at any adjournment of that meeting.

Signed

The Day of 2024

JOWETT CAR CLUB OF AUSTRALIA Inc.

NOMINATION FORM – JCCA Committee Election— 2024

I, _____ hereby nominate _____ for
the position of _____ on the JCCA Committee.

Signed by Proposer: _____

Secunder: _____ Signed by Secunder: _____

Signature of Nominee: _____ (indicating acceptance)

Return to: Secretary – JCCA, 13 Old Reservoir Rd Belgrave Victoria 3160



JOWETT CAR CLUB OF AUSTRALIA Inc.

NOMINATION FORM – JCCA Committee Election— 2024

I, _____ hereby nominate _____ for
the position of _____ on the JCCA Committee.

Signed by Proposer: _____

Secunder: _____ Signed by Secunder: _____

Signature of Nominee: _____ (indicating acceptance)

Return to: Secretary – JCCA, 13 Old Reservoir Rd Belgrave Victoria 3160



JOWETT CAR CLUB OF AUSTRALIA Inc.

NOMINATION FORM – JCCA Committee Election— 2024

I, _____ hereby nominate _____ for
the position of _____ on the JCCA Committee.

Signed by Proposer: _____

Secunder: _____ Signed by Secunder: _____

Signature of Nominee: _____ (indicating acceptance)

Return to: Secretary – JCCA, 13 Old Reservoir Rd Belgrave Victoria 3160



Hello everyone,

Below is the first page of the spreadsheet I have of the parts I have in stock.

Please understand that I don't have everything on the list. It is a list of almost all parts in the Jowett Javelin and Jupiter.

The parts with stock locations are the parts I generally have available. Should you need parts I don't have with stock locations, I may be able to locate overseas. Keep in mind, this is not an overnight process, and may take some time.

Some parts are made here in Australia, some in NZ and some in the UK. Everything we can make here is cheaper because we don't have the horrendous overseas freight charges we have had to cop since Covid.

That's all for now. If you have any questions please contact me, I'm a reasonably friendly sort of bloke, so I'm not going to shout at you.

Happy restoring.

Cheers, Jim

Group	Item	Description	Qty	1948	1950	1951	1952	Price	Cont.	Row	Shelf	Box	Notes
TIMING CASE & TAPPET COVERS													
	1	Front Timing Case Cover			50590	50590	50590	54662	\$24.00				
	1	Front Timing Case Cover (Jupiter)							J54531				
	1	Front Timing Case Cover (Javelin)							J54647				
	With Adjustable Peg												
	1	Front Timing Case Cover (Jupiter)							1.52362				
	With Adjustable Peg												
	*1a	Thrust Peg (Adjustable)						J54644					
	*1b	Lock Nut (Thin) 7/16" BSF – Thrust Peg							FN207/K				
	*2	Timing Case Bolt 1/4" BSF x 2 1/4"				FB104/18	FB104/18	FB104/18	FB104/18				
	*3	Timing Case Bolt 1/4" BSF x 2 3/8"				FB104/19	FB104/19	FB104/19	FB104/19				
	*4	Front Timing Case Stud	25		52197	52197	52197	52197		B	3	4	17
	5	Filler Cap(oil)	7	6411	6411	6411	6411		b	3	7	10	
	5	Filler Cap (Jupiter)					3163x7						
	^6	Washer – Filler Cap		52161	52161	52161	52161						
	7	Oil Filler Tube Assembly	21	52155	52155	52155	52155	52155		B	3	6	19/20
	7	Oil Filler Tube Assembly (Jupiter)							1.53705				
	*8	Oil Filler Tube Set Screw			FS105/8	FS105/8	FS105/8	FS105/8					
	*9	Oil Dip Stick	12	50744	50744	50744	54542		B	3	5	1	
	*10	Crankshaft Front Seal		50694	50694	50694	50694	50694					
s/hand	*11	Crankcase Vent Valve	10	50871	50871	50871	50871	50871		b	3	7	10
	*12	Breather Pipe – Long		52208	52208	52208	52208	52208					
	*12	Breather Pipe – Long - s/hand 7		52208-s	52208-s	52208-s	52208-s	52208-s		B	3	4	29
	*13	Union Nut (Front)		52209	52209	52209	52209						
	*14	Double Ended Union		52203	52203	52203	52203	52203					
	*15	Union Nut	ND392	ND392	ND392	ND392	ND392						
	*16	Olive	ND392A	ND392A	ND392A	ND392A	ND392A						
	*†17	Balance Valve Assembly		53436	53436	53436	53436	53436					
	*18	Timing Case Rear Cover						J54547					
J54547	Tecalemit Filter	Timing Case Rear Cover	4		50690	50690				B	4	2	9
		Timing Case Rear Cover					53030						
	*19	Filter Drain Setscrew – 5/16" BSF x 1"			FS105/8	FS105/8	FS105/8	FS105/8					
3	*†20	Bolt – Timing Case Rear Cover – 5/16" BSF x 1 1/8" 3				FB105/9	FB105/9	FB105/9	FB105/9			B	3
	9	Bolt – Timing Case Rear Cover (long)							FB105/11				
	Tecalemit	Filter Housing											
	*21	Tappet Cover Assembly – RH						52096					

Minutes Committee Meeting 11th April 2024

Attendees: Ed Wolf, Phil Squire, Neil Hood, Jim Scott, Peter Burns, Andrew Henshall, John Walker, Bob Findlay, Tim Kelly

Apologies:

- **MINUTES OF PREVIOUS COMMITTEE MEETING**
- Accept the minutes of previous committee meeting Thurs 1st February 2024
Accept minutes: Moved N Hood Seconded J Scott Motion Carried

- **BUSINESS ARISING FROM MINUTES**

Mike Allfrey is restoring old JCCA magazines Peter Burns is sending magazines in batches.
Jim to send details of spare parts available to members to Neil and Phil for inclusion in the club magazine and website.
Jim Scott has been sent information about suppliers for Jupiter front & rear bumpers and over-riders. Phil to discuss with Scott to load to the website..
Tim Kelly obtained new information regarding original JCL pain to load an excel spreadsheet to the website.
Tim to supply a list of alternate parts that can be fitted to Jowetts and Phil will load it onto the website.
Tim Kelly has added his name to the Rally account. Janet Kelly will add her signature soon so that they can operate the account together.
Phil to send list of people owing money to State Representatives

Note: Copies of the full reports will be published in the magazine

- **TREASURER’S REPORT**
Bank accounts as at 31-03-2024
Trading account \$26,950.43
Rally account \$8,173.51

Money owed to us (Membership fees and spare parts)
2/04/2024
Total Due 0 - 30 31 - 60 61 - 90 90+
\$3,451.32 \$574.69 \$1,412.39 \$509.27 \$954.97
- Committee members to submit Accounts directly to Treasurer.
- Approve Treasurer's report.
Accept report: Moved P Burns Seconded J Walker Motion Carried

- **SECRETARY/MEMBERSHIP REPORT**
- New Members
Johan Schepel full member (SA)
Accept new member Moved P Squire Seconded E Wolf Motion Carried

2023-2024 Financial members (inc life members)	113
2023-2024 non-financial members	13
2022-2023 non-financial members	0
Total membership	126
Life members	6

- Approve Secretary and Membership report.
Accept report: Moved A Henshall Seconded N Hood Motion Carried
- **SPARES OFFICER’S REPORT**
- Receive Spares Officer’s report.
If anyone is waiting for parts, please call Jim.
Would anyone who runs into a problem with parts Jim sends, please call him and send a back-up email. When he get phone calls he is not always able to record the message so a back-up email is a good reminder for me.

Also, when ordering parts, it makes it a lot easier if you use the part number pertaining to the part you need as well as the description of the part, it simplifies the process. If you don't have a parts book please ask the librarian for one.

Accept report: Moved P Squire Seconded A Henshall Motion Carried

• **REPORTS**

- Receive President's and Registrar report from Ed Wolf.
 - Verbal report given a full report will be in the magazine.
- Receive Vice President's report from Doug Rath No report.
- Receive Editor's report from Neil Hood
 - Neil is waiting for more articles hopefully will have magazine ready on Monday.
- Receive Librarian's report from Peter Burns
- Receive National Rally Co-ordinator's report from Neil Hood
 - Tim gave an overview of the progress. There are 43 people registered for the rally at the moment.
- Receive State Representative's reports from QLD, NSW, VIC, SA & WA
- Receive Webmaster's report from Phil Squire verbal report given.
 - Discussions are ongoing with Scott to update the website.

Accept reports: Moved P Burns Seconded B Findlay Motion Carried

• **GENERAL BUSINESS**

- Partner nametags
 - A discussion was had regarding allowing existing members to purchase name tags for their partners. This was seen as a good idea and a motion was put to the meeting that:
A member is entitled to purchase a membership badge for a partner at a cost of \$15 plus \$10 postage.
Moved E Wolf Seconded P Burns Motion carried.
- A question was asked regarding children however this was not resolved.
- Barry Houston Trophy update.
No update
- Discuss location of 2026. National rally
 - The Blue Mountains in NSW is being considered possible based in Katoomba and possibly run during the 1st weekend of May to avoid Easter and Anzac day.
- Strategic review update
- The sub-committee is continuing to meet to discuss the strategic direction of the club and how to retain and expand membership. A report has been written for consideration at the AGM.
- Trophy presentations at the rally
- This were discussed and recommendations past onto the rally sub-committee.
- Discussion was held regarding people who had large amounts of spare parts and cars in storage and what they should do to prepare for when they are no longer here. It was suggested that this should be discussed further as it will be an issue we all face eventually.
- Meeting closed 8:25pm

• **NEXT COMMITTEE MEETING**

1st Thursday of the month: Jun 6th 2024 7:00pm AEST



XXII^e RALLYE DE MONTE CARLO 1952
ARRIVEE A MONACO
PHOTO PLAGE
13 BOULEVARD - 11801 GENÈVE